
Purpose: This document is an analysis by the City of Westfield Economic and Community Development Department of the proposed Wood Wind Planned Unit Development (PUD) District (1609-PUD-16) in review of the [2007 Westfield-Washington Township Comprehensive Plan](#).

This purpose of this analysis is not to be a rigid checklist; rather, this analysis is a broad policy evaluation for the benefit of the Plan Commission and Council. It is not expected that a proposed development will necessarily meet all of the policies of the Comprehensive Plan, and it is expected that there may be practical or other reasonable justifications that a proposed development may not meet a policy.

Overview: This analysis identifies the stated development policies¹ that are relevant to the geographic area of the proposed development (see Figure 3). In support of the development policies, the Comprehensive Plan also includes potential implementation tools (e.g., zoning regulations, subdivision regulations). The Department recognizes that many of these implementation tools have been addressed with the Unified Development Ordinance, and that the listed implementation tools are not inclusive concepts to meet the stated development policies. As such, if appropriate, implementation tools are also listed with a corresponding development policy in [brackets].

In general, if a development policy infers “appropriate”, then this analysis assumes the minimum standard for “appropriate” is at least as set forth in the Unified Development Ordinance (which was adopted in 2014 after the adoption of the 2007 Comprehensive Plan).

Statutory Consideration: The Comprehensive Plan is one of five criteria that Indiana Code 36-7-4-603 states the Plan Commission and Council shall pay reasonable regard to in the consideration of zoning ordinance amendments and zone map changes.

Comprehensive Plan: “The purpose of the plan is to shape the future of the community and establish policies for future development (Comprehensive Plan, pg. 3).”

“The plan is not a regulation and should not be viewed in that context. At the same time, this plan is adopted by the Plan Commission and the Council, and it is the official policy of Westfield and Washington Township. Decision makers should give full weight to this plan as the agreed-upon vision for the future of the community. These policies should be clear so that they can serve as the basis for the implementing regulations that will follow adoption of the plan. The policies also should assist the Plan Commission, the Council, and the Board of Zoning Appeals in their decision making (Comprehensive Plan, pg. 8).”

Development Policies: The Comprehensive Plan consists of two parts: overarching community-wide development policies, and land-use specific policies. Each part is reviewed herein.

Proposed Development: A change of zoning of 731 acres +/- from the AG-SF1: Agriculture / Single-Family Rural District to the Wood Wind Planned Unit Development (PUD) District to allow for a mixed-use development to include an existing golf course (Wood Wind), single-family residential, multi-family residential and commercial uses (the “proposed development”) (see Figure 1). The subject properties (collectively, the “property”) encompass real estate extending from 146th Street north to 166th Street, and from Shelborne Road to east of Towne Road.

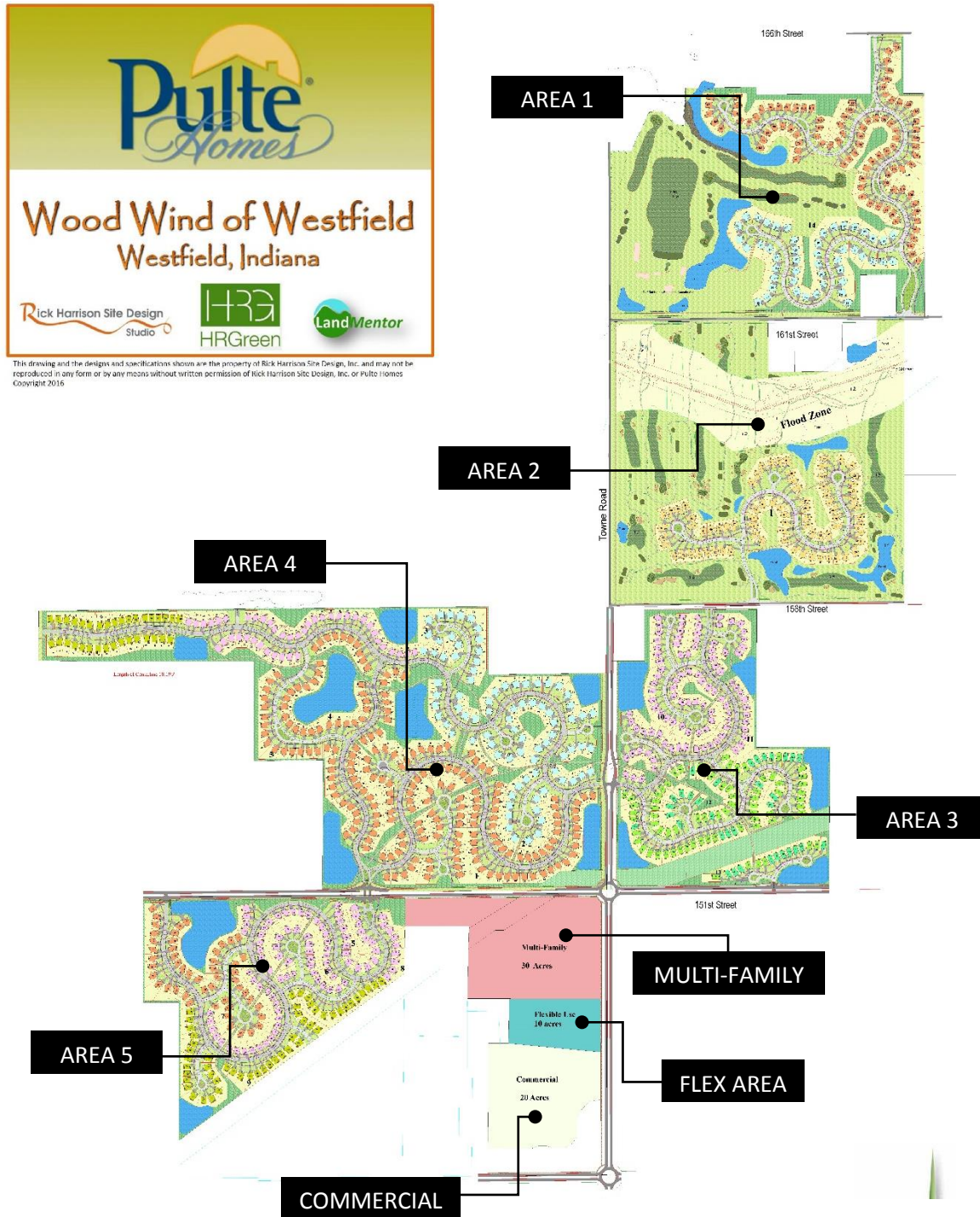
¹ The development policies are numbered herein for reference purposes only.

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The property is currently zoned the AG-SF1: Agriculture / Single-Family Rural District and currently includes the existing Wood Wind Golf Club, as well as property currently and primarily being used for agricultural purposes. The surrounding properties include a number of recently developed and/or proposed developments (e.g., Liberty Ridge, Central Christian Church, Bent Creek, Harmony), as well as large lot residential and agricultural properties (see Figure 2).

Figure 1: Proposed Development Concept Plan



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Figure 2: Surrounding Development Context

Overarching Community-Wide Development Policies: “As a starting point, certain overarching principles of growth and development are identified relating to how land uses should develop. These fundamental principles serve as a foundation for more land use specific policies that follow in this chapter. It is the desire of the community to see a diverse balance of land uses that proceed in an efficient and well connected pattern with good land use transitions. The land use patterns should be fiscally sustainable, high quality, and should be accompanied by substantial and permanent open space of one form or another. (Comprehensive Plan, pg. 9).”

The following are the policies that embody these community-wide principles and it is not expected any one development will meet these policies in and of itself.

DEVELOPMENT POLICY		REVIEW COMMENTS	
Land Use Diversity and Balance (pg. 9)			
1	Encourage compatible and high quality “life span” housing, including a balanced mix of homes for renters and first-time buyers, housing for first-time owners ready to move up, executive housing, and senior housing. Regardless of type of housing or its target market, all housing should be of high quality design with lasting value. A balanced range of compatible single-family detached and attached housing in a variety of price ranges is envisioned.	✓	As proposed, the development incorporates a mix of single-family detached with varying target markets (price points, demographic), as well as market rate multi-family units. The Concept Plan includes a variety in the layout with five different neighborhoods. The Concept Plan depicts average lot sizes ranging from 10,833 sq. ft. to 16,634 sq. ft. The proposed ordinance has minimum lot sizes ranging from 7,500 sq. ft. to 10,000 sq. ft.
2	Encourage diversity in lot sizes and lot layout.	?	
3	Encourage a mix of housing types and prices that meets the needs of the full range of population in Westfield – Washington Township.	?	It is subjective whether the diversity and variety within this proposed development is great enough to meet this policy as a community-wide policy.

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Buffers and Transitions (pg. 11)			
4	Provide appropriate buffers between the commercial development and any adjacent non-commercial uses, particularly residential uses.	✗	Proposed buffers are generally less than otherwise required by the UDO.
5	Use landscaped building setback areas to provide buffering from roadways.	✗	Proposed landscaping along perimeter streets is generally less than otherwise required by the UDO.
6	Where appropriate, encourage transitional land uses as buffers to help mitigate negative land use impacts. For example, attached housing could be used as a transition between commercial or industrial uses and single family uses. In addition to serving as a land use buffer, such housing can contribute to the goal of providing a balanced range of land uses. Attached housing should be used as a transitional land use only in coordination with actual commercial or industrial development. The mere presence of land recommended or zoned for future business uses should not be used as justification for attached housing as a transitional land use. Absent any existing or pending business use, any attached housing must stand on its own merits and not be justified as a transitional land use.	✓	Without consideration to landscape buffering, the proposed development incorporates land use transitions. For example as the proposed development transitions north from 146 th Street to 151 st Street, the commercial uses transition to attached residential uses and the proposed density of the single-family uses of Area 5 (2.48 du/acre +/-) transitions from 146 th Street corridor to the other single-family uses north of 151 st Street.
7	Provide appropriate transition between adjacent dissimilar residential areas.	✗	Proposed buffers are generally less than otherwise required by the UDO.
8	Ensure proper buffering between existing residences and new development of a dissimilar character.	✗	See other development policies herein (#4, #44, #58, #68, #83) regarding transitioning/buffering commercial uses, suburban uses and rural uses.
9	Develop a range of buffering requirements, to allow for different buffers in different situations.	✗	
10	Combine “hardscape” buffers, such as fences and walls, with landscaping and distance for a more pleasing aesthetic effect.	✓	Entry monuments and perimeter landscaping along streets incorporate rural stone and horse fencing.
11	Utilize natural open space for buffering in industrial areas.	--	Not applicable; no industrial areas.
12	Encourage the use of natural buffers involving “reforestation” of natural vegetation, particularly when buffering between suburban and rural uses, and between existing uses and new development.	✗	Proposed development includes natural buffers, but are generally less than otherwise required by the UDO and they do not include elements of reforestation.
13	Discourage the use of berms for buffering.	✓	Berms are not proposed.
Connectivity (pg. 12)			
14	Provide pedestrian systems within open space and along roadways to connect to surrounding pedestrian and bicycle networks, particularly the Midland Trace and Monon Trails.	?	An insufficient level of detail on the Concept Plan is available to determine whether this policy would be met.
15	Avoid fragmentation of open space into isolated, unconnected areas, except to provide passive recreation, neighborhood parks and commons.	✗	With the scale and level of detail on the Concept Plan, the proposed open spaces appear isolated with limited connectivity.
16	Link spaces within neighborhoods and between neighborhoods and the larger community through a multi-modal system of fully connected routes to all destinations.	?	An insufficient level of detail on the Concept Plan is available to determine whether this policy would be met.
17	Include pedestrian facilities in all new developments. In particular, develop improved connections between key destinations such as between residential and commercial areas, and between residences, parks and schools.	?	An insufficient level of detail on the Concept Plan is available to determine whether this policy would be met; however, the Department has provided specific comments to the petitioner to comply with the UDO's connectivity requirement that if incorporated, would likely result in this policy being achieved.
18	Participate in regional transportation efforts that promote better regional connectivity, such as the IndyGo Bus service.	--	Not applicable for this location.
Contiguity of Development (pg. 14)			
19	Encourage new development to be located contiguous to existing development. In rare circumstances, non-contiguous development may be permitted when it is vital to the economically and spatially efficient expansion and improvement of key infrastructure.	✓	The proposed development is contiguous with approved and pending developments, which include (see Figure 2): Towne West PUD (approved), Liberty Ridge (proposed), Harmony PUD (under development), West Rail PUD (under development), Ackerson Farms PUD (approved), Westgate PUD (approved), Bent Creek (under development).
20	Recognize that the promotion of efficient expansion of development relative to infrastructure and the avoidance of inefficient sprawl is a general policy; there may be occasions when non-contiguous development is still appropriate, especially when provisions are made	✓	

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	for adequate public facilities and infrastructure not just for the development itself, but for land between the development and the existing developed and serviced area.		
Access Control (pg. 15)			
21	Require development of frontage roads in conjunction with new nonresidential development.	✓	A frontage road will be incorporated and required to be improved in conjunction with the proposed commercial area, consistent with the County's planned 146 th Street improvements.
22	Limit access points pursuant to an access management plan, particularly on arterial and collector streets, to new development to reduce the number of areas of traffic conflict and to ensure adequate sight distances.	✓	Access will be regulated by the City as part of the corresponding development plan approvals in accordance with the City's Construction Standards.
23	Utilize traffic calming techniques to control speeds in areas where lower speeds are desirable, such as in residential neighborhoods and in the pedestrian-oriented downtown.	✓	The curvilinear design of the proposed development is a recognized method to calm traffic speeds.
Residential Design Standards (pg. 17)			
24	Encourage neighborhoods that do not have the appearance of "production" housing.	?	The proposed development anticipates 1,000 homes +/- to be constructed by a single home builder. See overarching policies (#1-3).
25	Encourage variety and diversity in housing while maintaining a distinct style or character and avoiding the appearance of "cookie cutter" subdivisions.	?	See Exhibit C of the proposed ordinance for sample home elevations. The proposed ordinance includes an anti-monotony standard; however, the Department is continuing to work with the petitioner regarding the proposed standard.
26	Where subdivisions are juxtaposed, avoid abrupt changes in housing scale, mass, and materials.	?	Scale and mass are consistent with other single family homes in the community. Proposed ordinance does not specify permitted or prohibited building materials.
27	Consider the effect of new subdivisions on the character of existing neighborhoods and mitigate adverse effects through proper design and buffering.	?	In general, the proposed development is consistent with other subdivisions in New Suburban areas of the community. Per other policies herein (#9, #44, #58, #68, #83), greater sensitivity in buffering and design may be warranted for adjacent rural properties and the Existing Rural Southwest area.
28	Evaluate new residential development on the basis of overall density and the relationship of that density to effective and usable open space preservation, rather than on lot sizes.	✓	The overall density and density of the various development areas are further addressed herein for evaluation. The gross (or overall) density of the single-family areas (Areas 1 – 5) is 1.5 du/acre +/-.
Open Space and Recreation (pg. 19)			
29	Design open space to form an interconnected network, with provisions for linkages to existing or potential open space on adjoining properties.	✗	See overarching policies (#15, #17).
30	Maintain stream corridors, woodlands, hedge rows, and other valuable natural and historic resources as part of the dedicated open space.	?	Insufficient information is available to evaluate this policy (it appears at a minimum that a substantial stand of trees exists in Area 4 that would be impacted by the proposed development). As a result, to further evaluate this policy, the Department recommends the petitioner generally identify and map existing environmental features. If features are appropriate to preserve, then the petitioner should identify how the proposed development enhances or preserves these features.

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31	Locate open space so as to maintain the visual character of scenic roads.	?	<i>The concept plan generally appears to satisfies this policy; however, where back yards are adjacent, the perimeter landscaping is generally less than required by the UDO.</i> <i>The petitioner is also proposing to modify the UDO's perimeter architectural standards and the proposed ordinance does not specify increased setback requirements from perimeter streets.</i>
32	Require open space in all new developments. Open spaces should consist of usable areas or valuable natural areas. Open space should not consist only of land that is left over in the site plan review process.	?	<i>Aside from the central amenity area in the northeast area of the proposed development and with the scale and level of detail on the Concept Plan, the other proposed open spaces appear limited and isolated with limited connectivity.</i>
33	Preserve natural features such as stands of trees, water bodies, and wetlands when land is developed.	?	<i>Please see other policies herein (#30).</i>
34	Protect Little Eagle Creek. The installation of sewers in the township has the potential to damage this important resource. It is important that the sewer expansion be completed in an environmentally sensitive manner.	--	<i>Not applicable for this petition.</i>
35	Provide both passive and active recreation for the residents of the community.	?	<i>The proposed development proposes active recreation opportunities in Areas 1 and 2 (e.g., central amenity area and golf course) and passive recreation opportunities appear to be proposed through the proposed development (e.g., trails); however, there do not appear to be proposed active opportunities for recreation within Areas 3, 4 and 5.</i>
36	Provide parks and recreational facilities in new developments to accommodate the needs of the community as it grows. Recognize that the location and configuration of open space is of importance along with the amount of open space. The location and configuration of open space should be a primary design consideration in the development process, not an afterthought based on a determination of unusable land.	?	<i>Please see other policies and comments herein regarding open space (#15, #16, #17, #29, #30, #32, #33, #35, #37).</i>
37	Use open space as part of an integrated storm management approach to maintain natural drainage patterns, attenuate water quality impacts, replenish groundwater, and incorporate detention facilities as visual and environmental amenities such as ponds.	✓	<i>The petitioner has represented that the Concept Plan incorporates preliminary drainage design. Drainage will otherwise be required to comply with City and County drainage regulations.</i>
Fiscal Considerations (pg. 21)			
38	Require new development to pay its fair share of the cost of providing infrastructure needed as a result of that new growth.	✓	<i>Each development is responsible to build corresponding utility and drainage infrastructure to support the development.</i> <i>Utility and government agencies rely upon the anticipated growth as set forth in the community's Comprehensive Plan and Thoroughfare Plan when planning and making capital improvements.</i>
39	Consider the impact of growth in land use planning and decisions on public services and facilities.	✓	<i>Residential developments are required to pay road and park impact fees for each home, and non-residential developments pay road impact fees. These collected impact fees are used to make improvements within the community in accordance with the Thoroughfare Plan and Parks Master Plan.</i>
40	Ensure that all new development will have adequate public services and facilities.	✓	<i>The petitioner is being required to have a traffic impact study performed. This study will inform the City in helping to identify what and when certain road improvements will be warranted as a result of the proposed development.</i>

Land Use Specific Policies:

“This plan...provides a general land use vision supplemented with critical land use policies. The previous plan contained a parcel-specific map that often created confusion for the public and for decision-makers, as the distinction between *comprehensive planning* and *zoning* was blurred. This plan is policy and concept oriented and is intended as a framework for decision-making (Comprehensive Plan, pg. 4).”

The Future Land Use Plan is **not parcel-specific**, but rather provides broad conceptual areas for the various land uses. With that being said, the Future Land Use Plan in the Comprehensive Plan generally identifies the property as primarily **New Suburban** (yellow area), with smaller areas along the western area as **Existing Rural Southwest** (gray area) and an area at the intersection of 146th Street and Towne Road as **Local Commercial** (pink area). The land use specific development policies of the Comprehensive Plan are summarized below.

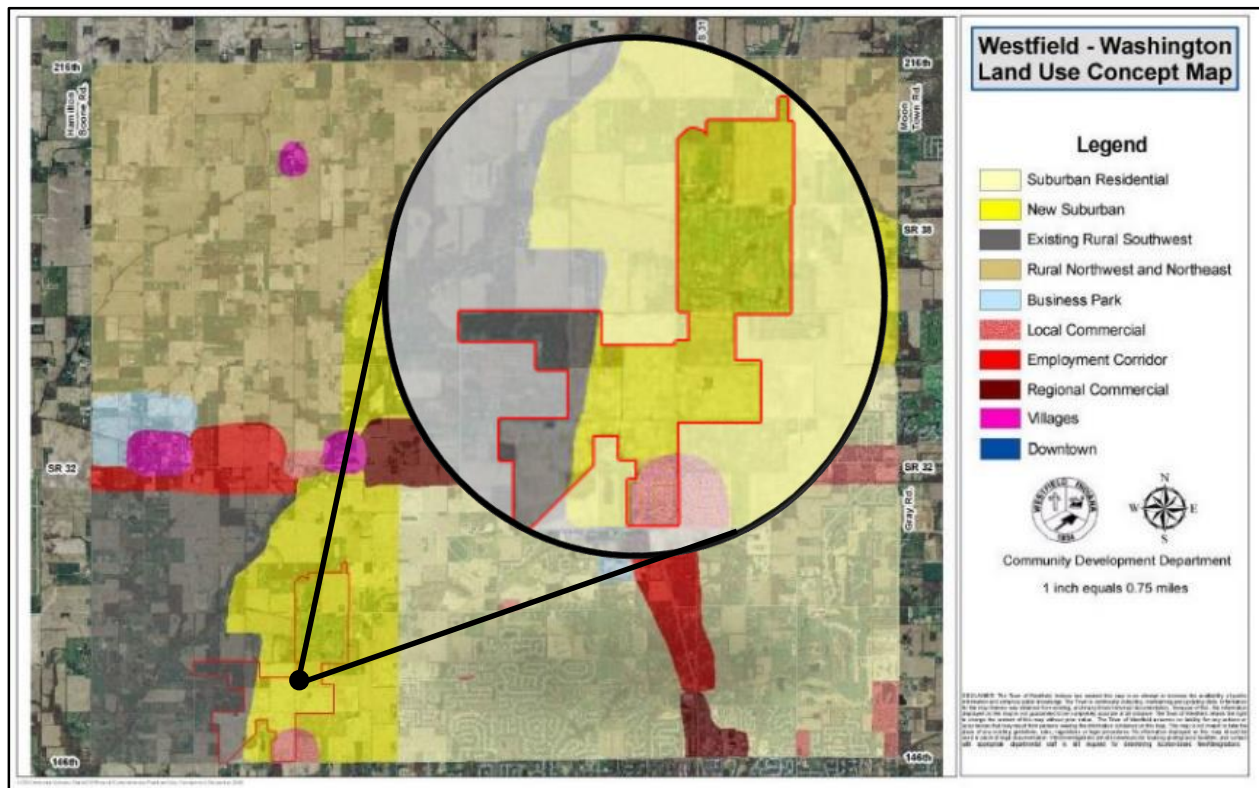


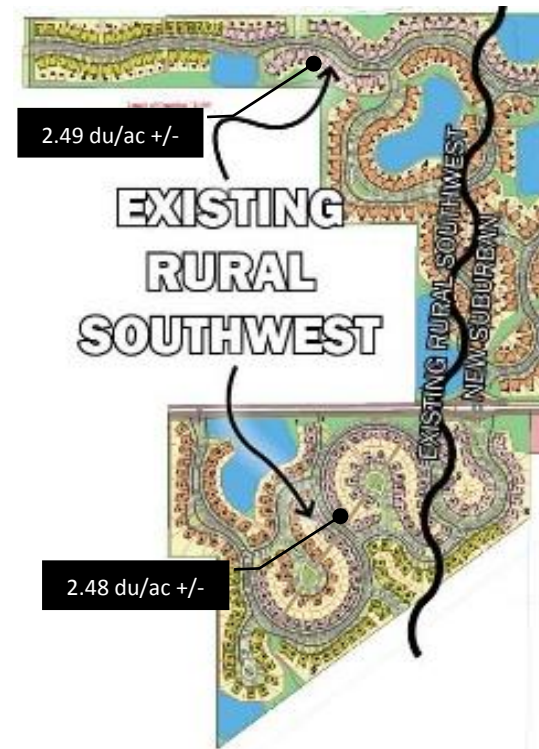
Figure 3: Future Land Use Concept Map

Existing Rural Southwest:

Background: This area is designated as Existing Rural because it is largely already developed, and its rural character is viewed as a long-term condition: it is not intended to convert to other types of uses. Specifically, this area provides not just a rural character that is valued by the community; it provides an area where residents can live a rural lifestyle, and this plan embraces the importance of that rural lifestyle opportunity.²

The envisioned long-range gross density is low: no more than one unit per three-acres gross density. This area may have rural subdivisions, developed with substantial open space by using Rural or Conservation Subdivisions as described elsewhere in this plan. Higher gross densities, up to one unit per acre, may be permitted only in Conservation Subdivisions³.

Figure 4: Existing Rural Southwest Area



Development Policies:

DEVELOPMENT POLICY		REVIEW COMMENTS	
Existing Rural Southwest: Development Policies (pg. 27)			
41	View large-scale commodity farms (crops and livestock) as being subject to eventual change under growth pressure. Washington Township is in the path of growth and it is expected that the few remaining large-scale agricultural tracts will be converted to other uses. [Limit the land uses to those that are consistent with and contribute to the rural character.] [Housing in this district is secondary to the agricultural and equestrian uses.]	?	This policy acknowledges that development is likely and anticipated; however, this area (Areas 4 and 5) of the proposed development and the corresponding density do not appear to contribute to the rural character.
42	Encourage artisan farms and equestrian uses to maintain the rural, country-like atmosphere.	--	
43	Protect and enhance the Eagle Creek Trail as a recreational amenity.	--	The proposed development does not abut the Little Eagle Creek corridor.
44	Allow the continuation of the historic rural patterns (single-family houses on large parcels). New residential development will be accommodated, but only on large lots consistent with existing patterns or in Rural or Conservation Subdivisions as defined in this plan. [Establish maximum densities aimed at retaining rural character and maintaining the existing density.]	x	This area also includes the proposed development's highest single-family density concentrations of approximately 2.5 du/acre. The proposed development should generally fall within, or at a minimum should transition to, the desired character of the Existing Rural Southwest area, as it transitions from the commercial node and higher intensity uses of the 146 th Street corridor. See other policies herein regarding desired preservation of environmental features (#30, #33).

² Comprehensive Plan, page 26.

³ Comprehensive Plan, page 25.

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(Updated 09/30/16)

45	Promote flexible design that maximizes open space by regulating density rather than lot size. This approach will permit a wide range of lot dimensions (area, frontage, setbacks, etc.).	✗	<i>This area of the development appears to include the least amount of open space and highest density of the proposed development.</i>
46	Encourage open space through incentives (such as density bonuses). [Establish buffering requirements for new development.]	--	
47	Locate roadways and house lots so as to respect natural features and to maximize exposure of lots to open space (directly abutting or across the street). "Single-loaded" streets (with homes on one side only) can be used to maximize open space visibility, thus increasing real estate values and sales, while costing no more than streets in conventional subdivisions (due to savings from narrower lot frontages).	✓	<i>The Concept Plan depicts drainage facilities and increased building setbacks along perimeter streets to maintain the "open" and scenic view corridors.</i>
48	Preserve Little Eagle Creek Ave. as a scenic by-way.	--	<i>The proposed development does not abut the Little Eagle Creek corridor.</i>
49	Utilize subdivision street standards for new development that are appropriate to the rural context (open ditches, no curb and gutter).	✓	<i>Due to competing storm water management regulations, this type of design would not be appropriate for this development.</i>
50	Preserve historically significant buildings and resources (barns, houses, etc.). [Create design standards for new buildings to ensure consistency with the character of the area.]	✓	<i>The proposed development embraces the existing golf course structures. The remainder of the real estate generally consists of properties that do not include existing structures.</i>

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New Suburban Policies:

Background: This area will continue to have rural uses and a rural feel into the immediate future: natural open spaces, trees, fields, and streams. However, the long-range plan is to provide sanitary sewers in the entire township, which will have the effect of creating pressure for denser development in this area. It is expected that over time the large commodity farms in this area will be converted to residential development, and this area is identified to absorb future suburban density and type of development. While the development of this area for suburban uses is envisioned in the long term, it is also important to keep the overall policy of contiguity in mind: development is encouraged to occur in a way that it is contiguous with existing development, meaning that new growth should radiate out from existing suburban areas, and should not sprawl piecemeal throughout the new suburban areas.⁴

The Southwest New Suburban area includes a diverse mix of uses: a town park, a golf course, open farmland, residential development, and a central core of large-lot residential and rural properties, equestrian uses and artisan farms. It is adjacent to the Village of Eagletown, and two highways: SR32 and 146th Street. There also are institutional uses, including a school and a school transportation center.

While it is expected that over time, the few remaining large agricultural tracts in this area will be converted to residential

development or other uses, this development should be context-sensitive. As development moves south from SR32, north from 146th Street, and west from Ditch Road, the density should decrease and open space should increase. Within the Southwest New Suburban area, there is land that is not suitable for dense development because of steep slopes or other natural features. These lands should be developed according to rural standards.

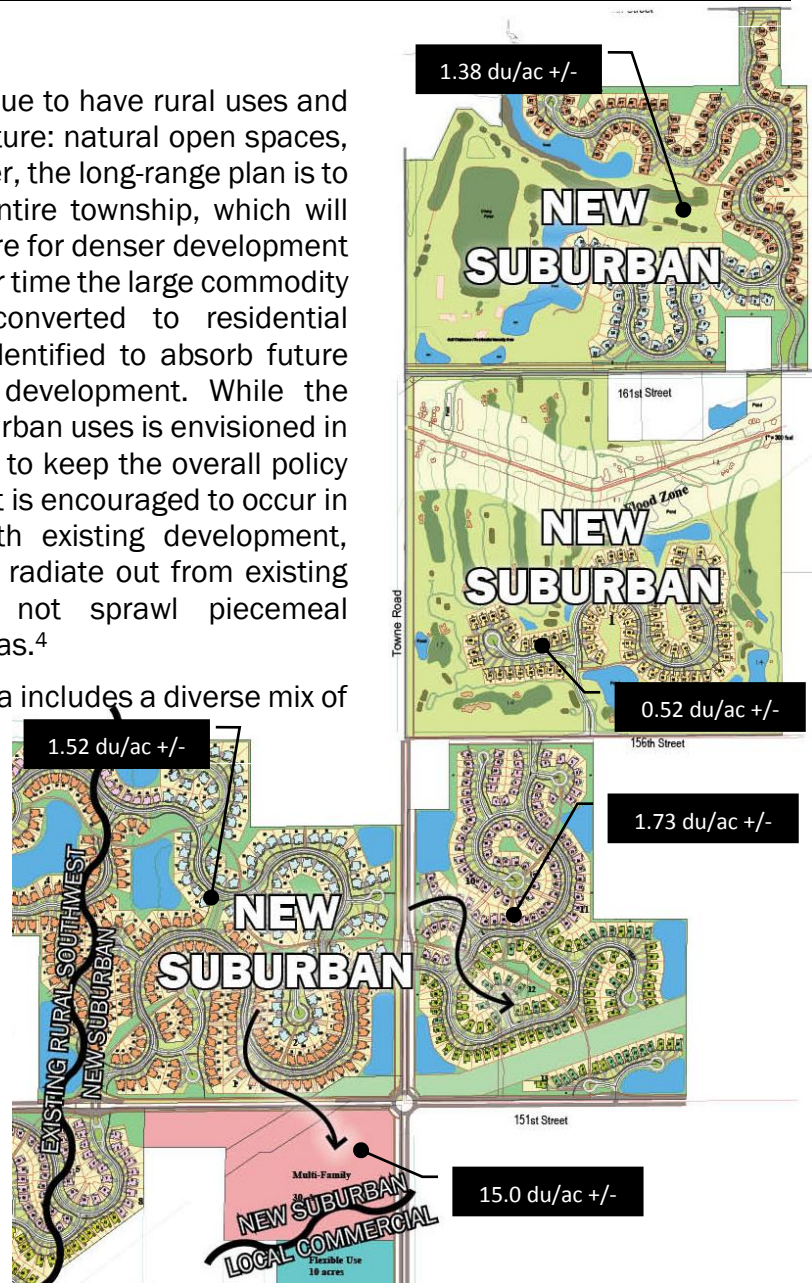


Figure 5: New Suburban Area

⁴ Comprehensive Plan, page 40.

The key for this area will be land use transitions and buffers that accommodate suburban development in such a way that negative land use impacts on existing and stable rural uses are mitigated so as not to negatively affect the quality of life of long term rural residents.⁵

Development Policies:

DEVELOPMENT POLICY		REVIEW COMMENTS	
New Suburban: Development Policies (pg. 41)			
51	Ensure that new development occurs in a way that it is contiguous with existing development.	✓	Please see overarching policies (#19).
52	Require all development to have public sewer and water, paved streets, curbs, gutters, and sidewalks. [Require that new development have all necessary services and infrastructure.]	✓	The proposed development will be required to meet the City's subdivision and construction standards.
53	Design developments such that back yards are not adjacent to collector or arterial streets unless uniform attractive screening is provided.	?	See policy #31.
54	Prevent monotony of design and color. Recognize that quality in design applies not just to individual homes, but to the collective impact of an entire development. For example, many homes that might be "high quality" may not achieve a high-quality development if they are all the same and are not part of a sensitive and quality overall design.	?	Please see overarching policies (#24-28).
55	Encourage a diverse range of home styles in individual subdivisions, using innovative architecture of a character appropriate to Westfield.	?	
56	Encourage compatible and high quality "life span" housing in furtherance of the overall policy of this plan. [Establish appropriate locations for varying housing types.]	✓	Please see overarching policies (#1).
57	Emphasize connectivity between subdivisions, and avoid creating isolated islands of development.	?	As proposed, the Concept Plan does not embrace this policy; however, the Department has provided specific comments to the petitioner to comply with the UDO's connectivity requirement that if incorporated, would result in this policy being achieved.
58	Ensure proper land use transitions between dissimilar types of residential development.	✗	Please see overarching policies (#7).
59	Ensure appropriate transitions from businesses located along US 31, SR 32, and SR 38 and from adjoining large subdivisions.	—	Does not apply.
60	Use open space, parks, and less-intensive land uses as buffers in appropriate circumstances.	?	Proposed buffers are generally less than otherwise required by the UDO. Ponds are generally located around the perimeter of the proposed development as a buffer transition.
61	Preserve existing older structures when possible.	✓	The proposed development embraces the existing golf course structures. The remainder of the real estate generally consists of properties that do not include existing structures.
62	Permit new development only where the transportation network is sufficient for the added traffic volumes. Based upon traffic studies, developers should make appropriate improvements to mitigate traffic impacts resulting from the new development.	✓	Please see overarching policies (#38-40).
63	Promote flexible design that maximizes open space preservation by regulating density rather than lot size. This approach permits a wide range of lot dimensions (area, frontage, setbacks, etc.) and a variety of housing types (detached, semi-detached, attached) to serve multiple markets (traditional families, single-parent households, empty-nesters, etc.). [Emphasize density, rather than lot size.]	?	Please see overarching policies (#24-37).
64	Encourage quality and useable open space through incentives (density bonuses) based upon density rather than minimum lot sizes and widths.	—	

⁵ Comprehensive Plan, page 39.

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65	Encourage development of bicycle and pedestrian facilities (sidewalks, trails, paths or any combination thereof designed to accommodate pedestrians) in new development. These facilities should be designed to improve connectivity. In particular, promote connections to new regional trails such as the Monon and Midland Trace Trails.	?	Please see overarching policies (#14).
66	Land that is characterized by steep slopes or other natural limitations on development should be left natural or developed at rural, rather than suburban densities.	?	Please see policies #30 and #33.
67	Promote innovative development, such as Conservation Subdivisions and traditional neighborhood design. [Create a Traditional Neighborhood Design District that provides for the following: (i) garages that are behind the front line of the dwelling or are side-loaded; (ii) front porches; (iii) smaller front setbacks.]	?	The proposed development incorporates curvilinear streets and varying setbacks; however, the proposed ordinance does not restrict front load garages and setback requirements for front load garages, nor does it require enhanced front porches.
68	Require appropriate transitions and buffers between neighborhoods, particularly those of differing character or density. At interfaces between large lot residential property and new suburban development, baseline buffering requirements should be used to preserve the rural environment of those larger parcels (preferably through the use of reforestation to achieve natural conditions). [Transitions between developments: (i) between new suburban and more rural neighborhoods, use larger lots and increased open space; (ii) cluster higher-density development in areas that abut industrial, commercial, or other higher-density areas.] [Landscape standards should discourage berms and fencing in favor of more natural-appearing buffers, using native plants.]	x	Proposed buffers are generally less than otherwise required by the UDO as a baseline. No enhanced buffering or elements of reforestation appear to be proposed abutting rural properties.
69	Locate roadways and house lots so as to respect natural features and to maximize exposure of lots to open space (directly abutting or across the street). "Single-loaded" streets (with homes on one side only) can be used to maximize open space visibility, thus increasing real estate values and sales, while costing no more than streets in conventional subdivisions (due to savings from narrower lot frontages).	?	Please see overarching policies (#29-37).
70	Encourage attractive streetscapes that minimize front-loading garages, provide garage setbacks from front facades of houses, minimize design and material repetition, and avoid house orientations where the back sides face the public right of way.	x	The proposed ordinance does not restrict front load garages and setback requirements for front load garages, nor does it establish architectural standards.
71	Encourage roadway improvements that promote safety but do not increase speed.	✓	The curvilinear design of the proposed development is a recognized method to calm traffic speeds.

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Local Commercial Policies:

Background: Local businesses are intended to provide goods and services used by nearby residents on a day-to-day basis, as opposed to attracting customers or clients from a large geographic area. Examples include but are not limited to banks, beauty salons, drug stores, convenience stores, automobile service stations, video stores, dry cleaners, restaurants, and supermarkets. Local examples include Westfield Commons, Westfield Marketplace, Carey Shoppes, Springmill Commons and Bridgewater Marketplace. Shopping centers typically have at least one anchor business.⁶



Figure 6: Local Commercial Area

Local commercial development is characterized by architecture having a residential or suburban feel, attractive signs, extensive landscaping, and ample off-street parking. Most local business is located in commercial centers, typically having at least one anchor business and several smaller businesses, some of which are on outlots.⁷

Development Policies:

DEVELOPMENT POLICY		REVIEW COMMENTS	
Local Commercial: Development Policies (pg. 48)			
72	Locate local commercial development only in planned centers and only on streets classified as arterials or on frontage roads.	✓	Both 146 th Street and Towne Road are identified as arterials on the Thoroughfare Plan.
73	Require commercial uses to be dispersed, but also to be focused on key nodes, avoiding strip patterns, which are inefficient from an access standpoint.	✓	The intersection of 146 th Street and Towne Road is an identified commercial node in the Comprehensive Plan.
74	Require the size, materials, color, and design of buildings to be unique to Westfield. "Franchise" architecture that represents no effort to create a unique design that fits the Township is not acceptable. [Design standards to ensure quality development.]	✗	The proposed ordinance does not prohibit franchise architecture. Potentially consideration may be warranted with regard to the recent "village design theme" of the Harmony PUD amendment to incorporate unique architecture.
75	Discourage masses of asphalt. Parking areas should be broken up by landscaping or by being located on more than one side of the buildings.	?	An insufficient level of detail on the Concept Plan is available to determine whether this policy would be met.
76	Require all parking areas to have interior landscaping as well as landscaping along the street.	?	The proposed development will be required to comply with the UDO for interior landscaping; however, perimeter landscaping is less than otherwise required by the UDO.
77	Require all lighting to be shielded and directed downward.	✓	The proposed development will be required to comply with the UDO which requires this.
78	Encourage signs that are easy to locate and read, sized and designed in relation to buildings and the traffic conditions in which they are viewed.	✓	The proposed development will be required to comply with the UDO and does not propose to modify these standards.
79	Require loading and service areas to be screened and to be located so as not to be a nuisance to neighboring properties.	✓	The proposed development will be required to comply with the UDO and does not propose to modify these standards.

⁶ Comprehensive Plan, page 47.

⁷ Comprehensive Plan, page 37.

✓ = generally embodies policy | ✗ = does not meet policy | ? = subjective or insufficient information

(Updated 09/30/16)

80	Encourage internal connectivity between adjacent commercial developments.	?	<i>An insufficient level of detail on the Concept Plan is available to determine whether this policy would be met. The proposed ordinance does not specifically require cross-access between commercial lots.</i>
81	Encourage pedestrian connections between local commercial areas and adjacent residential areas.	?	<i>An insufficient level of detail on the Concept Plan is available to determine whether this policy would be met.</i>
82	Use attached residential, offices, and similar uses as transitions between more intensive and less intensive uses.	✓	<i>Please see overarching policies (#6).</i>
83	Require effective buffering between commercial uses and adjacent residential uses.	✗	<i>Please see overarching policies (#4).</i>
84	Prevent commercial uses from encroaching into residential areas. [Buffering requirements, including transitional land uses.]	?	<i>The commercial area is proposed to transition to the north with attached residential uses; however, additional consideration is warranted for the 146th Street corridor, west of this commercial area.</i>
85	Encourage the use of frontage roads to minimize traffic conflicts. [Require traffic studies and traffic management plans for new commercial development.] [Access management plan to control curb cuts, which is a plan for promoting smooth traffic flow by establishing standards for access to property. This plan would address issues such as driveway locations and separation distances, frontage roads, passing blisters, left turn lanes, and traffic signals.]	✓	<i>Please see overarching policies (#21-23).</i>